

STUTTGART (STR/EDDS)

Elevation 1276ft

CATEGORY B

No AV brief required.

GENERAL

- Airfield is located on the Filder plain surrounded by partially high terrain to the south and immediately to the (south)west of the AD.
- Single runway 07/25 (3345 m). 300 m long displaced threshold on Rwy 07 (landing distance avail: 3045 m).
- Default Rwy in use is 25 (due to mainly west winds).

Threats
CFIT

- Hill (Weidacher Hohe) to 1727ft asl 2 nm W of the Rwy 07 threshold.
- Several radio/TV towers (max. 2297ft asl) in the vicinity.
- SE at 20 nm an NE/SW ridge rises reaching nearly 3,000 ft asl within 18 nm.

Runway Excursion

- Displaced threshold and Rwy slope can cause strange visual aspect.
- Upwinds at the windward hillside (see CFIT) while east winds and Rwy slope can resume in an unexpectedly high approach onto Rwy 07.

Loss of Control

- Moderate to severe turbulence should be expected on 5 nm final Rwy 25 due to active power plant in the Neckar River valley when winds are 6 kts or less.

Mid Air Collision

- Crews should be aware that VFR aircraft may be operating in the vicinity of major German airports. These aircraft may be operating uncontrolled up to the ceiling of Class E airspace which is also used by BAV crews.
- High glider activities in the vicinity of the AD. ATC may open special glider areas which allow gliders to enter specific class D airspaces without clearance nor transponder.

ARRIVAL
Diversion Airports

ZÜRICH	ZRH/LSZH	91 nm/200°T	CAT B
FRANKFURT/MAIN	FRA/EDDF	97 nm/343°T	CAT A
NÜRNBERG	NUE/EDDN	101 nm/056°T	CAT B
MÜNCHEN	MUC/EDDM	120 nm/100°T	CAT A

Others that may be used include Karlsruhe/Baden-Baden, Frankfurt/Hahn and Strasbourg.

Approach

- Clearance limits are the waypoints before STAR or transition. Don't fly beyond without clearance.
- ATC may use RNAV transition waypoints (e.g. DS512). In this case altitude restrictions on the charts should not be used for descend planning – in doubt crews shall ask ATC. Follow associated transition/arrival beyond cleared point when not instructed otherwise.
- During ILS approaches intercept altitudes can be given late by ATC due to high terrain. Crews should be aware of that regarding their energy management.
- Expect radar vectors which may considerably reduce track miles to run
- Normally 210 kts on radar vectors until long finals
- ILS installed for Rwy 07 does NOT permit a LOC only procedure to be flown except by Cat A/B aircraft (see charts).
- Take particular care when “going visual” because the Rwy 07 downslope and terrain under the approach give misleading visual cues which may lead to excessive rates of descent
- Night landing Rwy 25 – crews have reported a momentary disorientating illusion of the aircraft drifting rapidly off centreline, caused by fast moving traffic 0.6 nm ahead of the threshold

GROUND

- When approaching Rwy 25 a long rollout may be requested from ATC to reduce taxi time.
- No deicing at the gate/stand. Deicing pads (DP1 to DP4) are located between Twy N and S abeam threshold of Rwy 07

DEPARTURE

- ENG OUT procedures should only be considered north of the field due to high terrain (Swabian Jura) and intense glider activities south of AD.
- It is well-established to depart from Rwy 07 while Rwy 25 is in use due to performance or to reduce taxi time if wind and traffic allow. Crews may ask ATC for an opposite departure upon IFR clearance request.
- Weights for take-off runway 25 are restricted by the Weidacher Hohe. These hills may give strong downdraughts with a SW wind which pose significant problems to departing aircraft, particularly twin engine aircraft after engine failure
- LANGEN RADAR will be the ATC unit after takeoff if online.
- An airways clearance with a cleared cruising level does not clear the aircraft above the SID altitude. Specific clearance is required.

WEATHER

- During summertime, thunderstorms (both local and macroscopic) are very likely in the vicinity of the AD (especially in the afternoon with light winds).
- Radiation fog in winter (likely to affect alternates also)
- Snow is a possibility Nov-Mar
- Prevailing wind SW

OPERATIONAL INFORMATION

Handling Agent	SGS – Stuttgart Ground Handling Services
Handling Agent VHF	131.915
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	DO NOT USE – use APU instead
If BOTH electrical power and air conditioning is required:	DO NOT USE ANY GROUND SERVICE – use APU instead.